REAL ESTATE,

NEW YORK, SUNDAY, AUGUST 10, 1890.-TWENTY-TWO PAGES.

the tame delights of that highly respectable

hostelry began to pall upon the restless Amer-

LATEST NEWS FROM EUROPE. Russia, and is entitled to speak with authority | It almost impossible to obtain or retain the ser-

VOL. LVII .- NO. 344.

THE HAISER HAS THE JOLLIEST KIND OF A WEEK AT OSBORNE HOUSE.

He Tuckers the Prince of Wales Out with Mts Tireless Energy-The German Fing Haised Over Meligoland-France New Controls More than Half of the Sahara-Patti Fears She is Losing Her Vetce, but Dr. McMonate Reassures Her-The Threatened Famine in Ireland-A New American Belle Makes a Sensation to London Society-A High Old Time at an American Dinner-Two Americans Come to Ortof While Slumming.

degright, 1880, by Tan, Box Princing and Publishin

LONDON, Aug. 9. - Kalser Wilhelm, taking ave of Queen Victoria last evening, is rebeen the pleasantest he had spent since he was her guest last year. The young monarch probably spoke from his heart, for nothing had been spared to make his visit enjoyable. The programme was a delightful mixture of paval and military recreation. One day the Kaiser would be yachting and the next saw him reviewing troops, firing guns, and inspecting the shipbuilding of the big Portsmouth dock yards et scross the narrow channel separating the Isle of Wight from the mainland. His superbundant energy made him a somewhat embarrassing companion. Aboard the Prince of Walea's yacht Aline during the race for the He could scarcely ever sit still, and when the yacht's topmast collapsed in a sudden squall it fell within a few inches of Germany's imperial head.

On shore he was equally restless. He seemed to chafe against the restraint of Osborne House and spent as little time within its walls as courtesy would allow, even taking most of his meals in the garden. In Portsmouth dockyard and at Eastney barracks he hurried about like a detective in search of a clue, much to the discomfort of his portly uncle of Wales and the members of the British suite, most of whom were elderly and some of them old men. At Eastney, before the Kaiser had half completed his inspection, the Prince of Wales declared himself completely done up, sat down in the nearest seat in one of the barrack rooms, and called for cooling drinks. The Kaiser laughingly continued his way, and five minutes later was in a Sergeant's mess room sampling the men's food and drinks of beer retailed at a penny per glass. The Kaiser drank three glasses and pronounced the liquor good, but after command-ing a big General in his suite to taste one of the penny pork ples, so dear to the stomach of Tommy Atkins, and observing that he did not em to like it, the Emperor concluded not to

That afternoon happened to be the hottest of the week, and while the Emperor and the Princes the troops were drawn up outside in thick, tight-fitting clothes, exposed to the full rays of the sun. Some of the men fainted and were carried off the ground. All suffered more or less, so that the day's enjoyment was by no means general

The visitors to the imperial yacht Hohenzollern made the surprising discovery that Kalser Wilhelm is an artist. That he paints is undeniable, because pictures were found bearing his signature; but hypercritical persons have arrived at the conclusion that he cannot have an artistic soul, because the green panels in his dining room on the yacht are "destroyed" by a table cover of electric blue, and the harmeny of the bedroom walls covered with light flowered chints is disturbed by the violet velvet coveriet of the bed.

The Kaiser will arrive at Heligoland to-morrow forencon, but the formal cession of the island to Germany has taken place to-day. Early this morning Herr Von Doetticher, accompanied by a brilliant staff, arrived in a German war ship, and was received with a salute of seventeen guns. At 2 o'clock the formal transfer was made. The British and German flags were hoisted under a salute of twenty-one guns, and remained: together until sunset. were hauled down morning the German flag alone will gladden the Kaiser's eyes, but since 2 o'clock to-day the island has been German and German officials have conducted the public business. The Heligolanders have taken very kindly to the transfer. They will present a loyal address to the Emperor to-morrow, and bouquets of island flowers will be presented to him by sixteen Heligoland girls in island costume. The island is so crowded that there is imminent peril of people being pushed overboard, and food is running short.

The parliamentary session is plainly moribund. The Government has abandoned two more bills this week, to the surprise of many people who had supposed they had none left to sacrifice, and the House of Commons has nothing more to do now except to vote money for the needs of the public service. This is being done expeditiously, and there is little doubt that the prorogation will take place a week from to-day.

Mr. Gladstone, on the advice of his wife and medical friends, abandoned the idea of waiting for the Foreign Office estimates for the purpose of renewing his attack on the Government for its coquetting with the Vatican, and went to his country seat early in the week. In his absence the foreign estimates were utilized to obtain some information from the Government respecting the alleged Turkish atrocities in Armenia. The attempt was not very successful, as the Government professed to know little or nothing, although it has agents throughthe affected province. Chief among them is Mr. Clifford Lloyd. formerly the most unserupulous and tyrannical of the coercion magistrates in Ireland and now British Consul in Erzeroum. If the other agents be of Lloyd's stamp it is not probable that they will side with the suffering people, and the Foreign Office, as it has done before, will have to rely

on the newspapers for trustworthy information. The Daily News has sent special correspondents to Armenia and their reports leave no doubt that for some reason or other the Turkish Government has resolved to make the lives of the Armenians unbearable. There is a wellsuspicion that the Sultan is deluding imself with the idea that, by supplanting the Christian Armenians by Mohammedan Kurds, he can raise up a formidable barrier to the Russian conquest of the province. The immediate result of his asinine policy is to make the Armenians look to the Czar as their only powerful friend, and the feeling of indignation in this country is so strong on the subject that it is probable Lord Salisbury would not dare to

interfere should Russian troops enter Armenia. This is the prevailing idea even among the Liberals who are at present indignantly desounding the Czar's ukase against the Jews. Upon this subject also the British Foreign ce has the scantiest information. The British Ambassador at St. Petersburg telegraphs that the Russian Government emphatically denies that new repressive edicts have been issued. That is true in a sense. What has been actually done is to revive and mforce edicts which have lain dormant since 1882. According to one of the richest and most respected and philanthropic Jews in Europe, Benjamin Louis Cohen, Chairman of the Jewish Board of Guardians in London, the Russian authorities have already issued secret astructions depriving Jews of all educational sdvantages, and forbidding them to take part aining industries or in the legal profesin. Mr. Cohen has trusted agents all over

in this matter. He declares that the immediate effect will be to turn sdrift hundreds of thousands of innocent and law-abiding citizens, many of whom must inevitably enter the already crowded labor markets in Europe and America. and that ultimately the lives of 4,000,000 human beings will be affected. Mr. Cohen is convinced that nothing can save his unhappy brethren except "the powerful and outspoken remonstrance of the civilized Governments of Europe, backed up and, if need be, urged on by the public opinion of the respective nations." He hopes also that "the Government of the United States, always friendly to our race, will take up our cause."

Public opinion in this country is already moving. Indignation meetings have been held in Edinburgh and other cities, and arrangements are in progress for a great demonstration of the citizens of London.

Lord Salisbury spoke for just twenty-five minutes at the municipal banquet at the Mansion House on Wednesday. He said nothing of importance about foreign affairs and made no reference to the ignominious failure of his government in the House of Commons betond the customary wall about the obstructive tactics of the Liberals. A few hours previously Home Secretary Matthews had waxed indignant on the same subject, with special reference to bills dealing with the police pensions examination of the parliamentary order book. He proved that of the 162 amendments set down to those measures 114 proceeded from the Tory members and 48 from the Liberals.

The French are deriving a considerable amount of satisfaction from the fact that the Anglo-French agreement respecting Africa from which they derive many advantages was signed while the German Emperor was Queen Victoria's guest. The boulevard jour-nalists are quite satisfied that the sinister designs against France with which the Kaiser went to England have been frustrated by M. Ribot's brilliant diplomacy, and in their dreams they see the imperial German tearing his hair and hear him grinding his teeth at a snub thus administered to him. The text of the treaty will not be made public until next week. The available information shows that England has not only recognized the French protectorate over Madagascar, but has also surrendered to France all routes by which commerce passes or will pass from the north of Africa to the central Soudan, the Congo, the great lakes, and the Zambesi. Baron von Wissman announces that he will return to Africa in October. Meanwhile he is buying machine guns and other civilizing agents, and is running a race with Stanley in building a steamer for service on the Victoria Nyanza. Mr. Chaplin, Minister of Agriculture, has ap-

pointed a committee of experts, with himself as President, to inquire into the live cattle trade between the United States and England. The committee will hold a meeting on Monday at which Samuel Plimsoll, to whom its appointment is due, will give evidence. Plimsell says he will be satisfied with nothing short of the total prohibition of the traffic, but it is not probable that the committee will do more than recommend regulations designed to minimize the sufferings of the animals. Mr. Chaplin thinks this could be arranged in friendly concert with the United States authorities. It is well known that he would prefer to stop the importation of cattle or to cripple it by heavy duties, but an influential section of farmers, who make much money by fattening American and Canadian store cattle, are opposed to prohibition, and public opinion would not tolerate such a step. The strenuous efforts of the Agricultural Department to stamp out pleuro-pneumonia seem as far from a complete success as ever. In one county alone, Cumberland, diseased cattle valued at \$40,000 have been slaughtered this year.

The appointment of the Duke of Connaught to be Commander-in-Chief of the Portsmouth military district is a job as scandalous as his brother the Duke of Edinburgh's elevation to the chief of the naval command at Devenport. The post is worth nearly £3,000 a year, and has important duties attached to it, for the adequate performance of which the Duke has not had sufficient experience. It is estimated that | his collar and that part of his trousers that since they came of age Edinburgh has cost the British taxpasers £500,000 sterling and Con- whom he introduced on the dancing floor sufnaught about £300,000.

Mme. Patti sang at a concert in Wales this week which she herself organized in aid of local charities. It realized nearly £1,000, It has just been learned that last spring, when she was suffering from a severe cold, she became very nervous and fearful of losing her voice, and went specially to London to consult Sir Morrell Mackenzie. That eminent physician made a careful examination of the prima donna's throat with the result that the fears were proved to be groundless. Sir Morell even expressed doubts whether the possessor of such exceptionally strong and beautiful vocal

organs could ever lose her voice. The Board of Trade returns issued yesterday show that the rush for the United States market in anticipation of the McKinley tariff continues. Exports to America for July were worth £45.534, against £28,537 last year. Argentine troubles caused a considerable falling off in exports to that country, except for railway materials. The fact that the import of live animals for food increased during the past seven months of the financial year by nearly £1,000,000 sterling will, it is believed, have considerable influence upon the proceedings of Chaplin's committee.

An interesting libel action will come before the courts after the long vacation. The plaintiff is Lord Penrhys, and he is suing a sporting paper for instructing that he manipulated his racehorses to suit his betting book. The defendant apparently means to fight, and has filed quite a variety of defences, including justification and fair comment.

The potato disease continues its ravages in Ireland, but the Government has not yet shaken off its lethargy, and many people must starve unless they can help themselves or obtain assistance from the outside. A meeting was held to-day of the poor law guardians of Clonakilty Union, which embraces a very extensive area, most of which has been devastated by the disease. The Board of Guardians includes among its members Protestant and Catholic landlords

and tenants, but the opinion as to the gravity of the crisis was unanimous, and a resolution was passed calling upon the Government to take steps to avert the threatened famine. It is fortunate for Ireland that the next session of Parliament will commence in November, for with the knowledge that the Liberal and Nationalist members will demand an early account of their action and an explanation of the shortcomings of the officers of Dublin Castle, they may be stirred to some

show of energy. The great combined strike and lockout in Wales is not yet in full swing, but already nearly 100,000 dock laborers, railway men. and colliers are idie. The men's demands are moderate, the chief being that a day's labor shall consist of ten hours, each day to stand by itself. The employers object to make the day the unit, and want to base wages upon the month of 240 hours, so that if a man does not work those number hours per month he shall not be paid overtime. By the latter arrangement the men may work 160 hours the first fortnight and eighty hours the last week of the month, but should they be idle during the third week, which could easily be arranged in many instances, they would receive no overtime rate for any of the 240 hours worked. It does not seem possible that the struggle will last long. because the men are well organised and the employers, especially the deck companies, find vices of outsiders.

The close of the London season has been made moderately lively by the profound inter-est taken by a number of young Englishmen of more rank than wealth in the gifts and graces of the latest American heiress, Miss Letter of Chicago, who arrived here about six weeks ago with her mother, simultaneously with a report crediting her father with an annual income of \$1,000,000 and the daughter with \$200,000 in her own right. This young lady, who is a most quiet and charming person in herself. has attracted great attention and developed an unusual amount of spite and ill-nature among her fair compatriots already established here. She owes her introduction into English soclety chiefly to Bir Charles Hall, who, it will be remembered, was British delegate to the Marine Conference held in Washington last spring. As the foreign members of that Conference were treated with great neglect by the Government, the British representative, then plain Mr. Hall, was proportionately grateful to those Americans in private life who treated him with politeness and hospitality. Prominent among these were Mrs. Letter in Washington and Mrs. Edward Cooper in New York. On the advice of Mrs. Cooper, Mrs. Leiter and her daughter, instead of spending the summer in Newport, decided late in the season to go to England, They reached London just before the Prince of Wales's last garden party at Marlborough House, and Sir Charles Hall, who is not only a clever lawyer and one of the most agreeable men in London, but a particular friend of the heir to the throne, immediately called upon the Chicago ladies and secured them the lofty honor of an invitation to the garden party. This put them in the swim, and the rumor of the immense wealth of the young lady and her father made them really the feature of the closing weeks of the season. They have attended all the smart balls of the last fortnight, with the exception of that of the Duchess of Bucclough, to which, as a cynical Englishman remarked, no Jews or Americans were invited. Miss Letter, however, was the centre of interest at the ball given by Mrs. Marshall O. Roberts at Spencer House, in spite of the circumstance that an English beauty was heard to observe that it would have been a really beautiful ball if Mrs. Roberts had not spoiled it by inviting her own friends.

What the eventual fate of Miss Lefter may be cannot yet be foretold. She has however been already given away in polite society to the heirs of two peerages. As she is at present, after spending a week at Wilton House, the magnificent Wiltshire seat of the noble family of Herbert, represented now in America by Michael Herbert of the British Legation. brother of Lord Pembroke, on her way to the Isle of Wight in that noble person's yacht, the crisis of her destiny may be at hand.

A dinner given by an American to an American here this week is the talk of London. Desiring to give a friend a send-off on his departure for New York, this American of the first part bired the entire Continental Hotel from 6 o'clock on Wednesday evening until 12 o'clock on Thursday noon, and obtained a special permit from the police to keep the establishment open all night. The host was a well-known young New York business man. The guest of the evening was a still younger New Yorker, who has recently made a fortune over here, while the others included an ex-Senator of the United States, a Judge of the Supreme Court of New York, and many prominent citizens of New York and London. The dinner, which was the best the hotel was capable of, lasted from 9 o'clock in the evening until 1 in the morning. At this hour a company of ladies from the leading burlesque theatres introduced and dancing began, Mennwhile the dinner table was cleared and the supper table was set, and at 4 o'clock all sat down to supper. At 5 o'clock it was broad daylight, and a score or so of the guests were standing on the balcony of the hotel throwing the flower pots at the passing cabs. The manager, who occasionally appeared to request a higher degree of silence, was as often run out of the room by fored a similar foto and lost that he

At 6 A. M. champagne was still flowing, and the guests were throwing their glasses out of the window as fast as they were emptied. At 7 o'clock the band was fighting, and fragments of musical instruments were scattered about the floor. At 8 those of the guests who had not gone to bed at the hotel, where their host had placed all the rooms at their disposal, left in hansoms, and the residents of that neighbor-

hood went to sleep.

For a long time past it has been the practice to hold a Handel festival in London triennially, and this has grown into the greatest musical festival which the big metropolis gives. It has now been decided to give also triennially Mendelssohn festival, and the first will be held in June. 1892. The singers will number 5.000, the pick of the country, and there will be 500 instrumentalists. Seats will cost from a half crown to thirty shillings each, and 25,000 people can be seated to hear the performance. Col. North won the Brighton Cup this week with Philomei, and also won the Brighton plate with Iddesleigh. The same afternoon the Colonel himself ran a 100-yard race with a friend in his own grounds and won by three

yards. The Duke of Portland has made it known that he will run both St. Serf and Memoir in the St. Leger, and that he will not try them beforehand or make any declaration to win with either, which, of course, means the horses will do their best to win. The public, however, believe in Memoir, and back him at six to one, but Blue Green, Sainfoin, and Surefoot are all backed for this race at about the same price.

There is considerable amusement on the Atlantic at present. Going toward America Fanny Davenport is on the Teutonic with Mr. Fanny Davenport and Sardou's latest tragedy, 'Cleopatra." On board the City of New York are Ted Marks with the International Vaudeville company, consisting of Maud Branscombe and thirty other artists of diversified talents, while the Arizona sailed to-day with Paul Martinetti and his pantomime company. They will play "Robert Macaire," "The Duel, In the Snow," and "The Night of the Ball. Martinetti is acknowledged to be the greatest living pantomimist in England and France. He will open at the Academy of Music carly in

Still another American girl bas made a suc cess on the London stage. She is Miss Mena Cleary, who has sung with the Boston Ideals, but for the last two years has been studying in Paris under Sbrigtie. On her way back to America she stopped in London, where D'Oyley Carte chanced to hear her sing. Carte is al ways on the lookout for new talent, and as Geraldine Ulmar's place has not yet been filled at the Savoy, he at once engaged Miss Cleary to sing the part of Gianetta. She made Her debut on Wednesday evening, and in spite of the fact that she appeared under the disad vantage of having taken the part at less than a week's notice, she made a most favorable

impression, and was very well received. Marcus Mayer announces that he has left the firm of Abboy. Schoeffel & Grau. He tells me that the separation was of the most friendly nature, but that as he had the management of Agnes Huntington, Pauline Hall, and of the American tour of the London Galety Company, be could not find time to devote to the interests

of Abboy. Capt. John Roberts, vaguely described as o America, and Mr. Bernard Tampiin, who ciaims to be a United States Senator, have been at Inns of Court Hotel in Holbern, but

icans, and last night they set out together with an avowed intention of having a good time. Neither being unduly fastidious in his tastes. they wended their way to the shady district of Tottenham Court road, and in a low tayern thereabouts made the acquaintance of Mr. Maurice Hogan, a gentleman of Irish extraction, who follows at very rare and uncertain intervals the humble occupation of bricklayer. Mr. Hogan was accompanied by his daughter Lilian, a young person who sells flowers in the streets in the daytime and is thoroughly disreputable at night. Mr. and Miss Hogan deigned to par take of refreshments at the expense of Capt. Roberts and Senator Tamplin. In truth, there

was so much deigning and drinking that the entire party, including the fair Lilian, got

dreadfully drunk and went together in a cal

to Mr. Hogan's very humble home in Colville

place. Lilian opened the door with her own

latch key, and, with her father's kindly help,

directed the wandering footsteps of Capt. Roberts along a dark passage, while Senator Tamplin took up a strategical position outside, Ere long sounds of strife were heard and Senator Tamplin took the liberty of breaking open the door. He was grieved to find that Mr. Hogan, Lilian, and some stalwart male friends had so far forgotten the sacred laws of hospitality as to knock down Capt. Roberts and jump upon him. Tamplin managed to rescue his friend and to convey him alive from the enemy's country, but minus his watch and chain, pocketbook, and other trifles. Neither gentlemen could give the police magistrate at Mariborough street court this afternoon a judicially clear account of the night's proceedings, but sufficient evidence was forthcoming to justify his Honor in re-

manding Mr. and Miss Hogan for a week. Henry George was entertained at a picute to-day in Epping Forest by his British admirers and a few American friends, among whom were Father Huntingdon of New York and Treasurer Williams of the Manhattan Single Tax Club. At luncheon Mr. George said the Australian campaign had been a tremendous success, especially in South Australia, which colony, he predicted, would lead the world in the movement.

John Coleman, the veteran comedian and author, has issued a card accusing George R. Sims and Robert Buchanan of stealing from a manuscript play which he lent the latter years ago, and has since been unable to get back, all the more sallent incidents and characters embodied in their successful play. "A Village Priest." Coleman complains that the London newspapers will not help him to expose what he considers a fraud perpetrated upon himself and the public.

Nat Goodwin played "The Bookmaker" at the Galety this evening for the first time in London with great success. The house was not crowded, but the audience was wonderfully enthusiastic and repeatedly called the comedian before the curtain.

NEWS FROM HONOLULU.

The Question of a New Constitution-Sean dals Affecting American Officers.

The following political news from Hawaii has een received by a gentleman in New York from a friend who resides in Honolulu. The letter containing the information is dated July 26:

"As you take such an evident interest in Hawaiian affairs, and repeat your request for continued information, it gives me pleasure to respond with brief notes of our affairs, in or-der that you may not be misled by the writings or statements of some of our scheming politicians. As a resident of this country. I take a keen interest in its success and dislike the way in which some men are trying to play the devil with it, and as Hawaii's fate must be of political interest to the United States, there are undoubtedly many people in that country who are carefully regarding the rapid course of events on which we seem to have launched, and who are watching out for the

"The surrentitious publication of the rough draft of the proposed new Constitution of the National Reform party excited both parties into considerable activity. The Reformers love their pet bayonet Constitution, and do not vant to see it altered by the Nationals; but the Nationals regard it as a worthless and bloody rag, and are determined to have a new Constitution. They held a large and enthusiastic mass meeting last week, at which they formulated demands for a constitutional convention

"The National Reform members of the Leg-Islature, still in the majority, have in caucus Islature, still in the majority, have in caucus decided to bring forward a bill to order an election for a constitutional convention, for the purpose of considering the question of forming a new Constitution, based on the one which was adopted by the caucus. It is believed here that the Legislature will authorize the holding of the convention: Ring Kalakana will approve of it: the convention will adopt a Constitution built on the lines of the one previously prepared, with but very few variations. The Legislature will endorse it, and the king will then sign and promulgate it, but what ups and downs it will encounter in its course I will not venture to predict.

counter in its course I will not venture to predict.

The real leader of the National Reform party now is Mr. A. Marques, the mae who attacked the Foreign Office policy of the late Administration, and who is the author of the proposed new Constitution. He is well known in the cosphig circles in New York and London.

The United States ship Nipsic is still here, but goes away soon to San Francisco. The Adams sailed for San Francisco a short time ago. The Charleston is billed to remain at Honolulu until the end of the year. Her presence is considered necessary to preserve the peace until Legislative and Constitutional matters are settled. A confidential letter from Washington, recently received by a resident of Honolulu, assorts that Blaine is waiting for he least disturbance here as an excuse to seize the islands and run up the American flag. "For the honor of the service I regret to tell you that an American officer connected with the naval service has recently left Honolulu in disgrace. His conduct toward women was the cause. On the complaint of many families the United States Minister ordered his removal, and he was quietly smuggled away to San Francisco.

"Another young American officer stationed"

United States Minister ordered his removal, and he was ouletly smuggled away to San Francisco.

"Another young American officer stationed here narrowly escaped being court-martialed several months ago because of his conduct toward the wile of a brother officer. This lady had attended a reception on board an American war ship and became affected by the wine which she drank while there.

"The officer in question volunteered to escort her to her home, but when they reached shore ordered the driver of a hack which they entered to drive to a certain holel, where the officer engaged a room. The woman was in a helpiess condition as a result of the liquor which she had imbibed. The hotel proprietor aurmised that something was wrong and ordered the couple out of his house. A scene ensued, the result being that the entire affair became public. The scandal naturally created much talk in Honolulu, and great indignation was expressed at the officer's action. A courtmartial for conduct unbecoming an officer and a gentleman was imminent, but friends intervened and after much difficulty the matter was hushed up."

The Dead From the Rivers The body of an unknown man was found in the North River yesterday off Pier 37. He was 50 years old, 5 feet 10 inches tall, and had gray hair and moustache. The body was sent to the Morgie. The body of a man was found floating in the river at the foot of 140th street yesterday morning. He was 5 feet 10 inches tall, and bad light hair and moustache.

All Trains Hunning-Official Announcement The Passenger Department of the New York Central and Hudson River Hairoad announces the complete resumption of through and lead frain service both on the main line and the Harlem division. Train for the West Will leave trand Central Station to day as small at 0.50 A.M., 10730 A.M., 4130 P.M., 6300 P.M., 7130 P.M., 8400 P.M., 6500 P.M., 7130 P.M., 8400 P.M., 840

Fast Trains to Washington.

A complete schedule of fast trains to Baltimore and Washington is operated by the Jarsey Central, Rending, and it, and O. All trains equipped with Fallings perior and sleeping care. Fauctual service. Stations foet of Liberty st.—Jim. E, & W. "The Ottamwa Collar," E. & W. Our trade mark on your collars or outs denotes per feet form, also superiority of quality and finish - 48u.

Gounte Boof, Wine and Ires

WEST SHORE ATTACKED

Knights Tie Up the Weehawken Freight Yard.

TRYING TO COAX ENGINEERS OUT.

New York Central Partly Raises the Passenger Blockade.

Knights Say the Road is as Badly Tied Up as Ever-Great Public Inconvenience -Threats Against the Whole Vanderbilt System Resumed-The Senoral Execu tive Board Coming Here to Supervise-An Appeal by the Knights to Arbitra-

tion-Militia Called Out at Syracuse. The strike upon the New York Central Railroad is either almost at an end or it has just begun. It depends entirely upon the reserved power of the Knights of Labor. The indications late last night were that the trouble might spread within a few hours, in more or less severe form, to other Vanderbilt roads,

The managers of the Central road succeeded before night yesterday in getting their passenger service on the Hudson River division into almost regular running order. Then the Knights struck another blow. A strike was ordered in the West Shore freight yards. In response about forty men left work in and about the yards at Weehawken. and that terminus of the road was tied up as far as freight trains were concerned. Meantime the strike on the main line of the Central had spread west to Buffalo, but it did not involve a very large proportion of the employees. Vice-President Webb, with the approval of the Vanderbilts, issued early in the day a notice to employees declaring the intention of the road to fight the strike to the end and to fill the place of every man who went out. This declaration of war brought a threat

Shore, but the Lake Shore, the Michigan Central, the Canada Southern, and the Chicago and Northwestern within twenty-four hours, unless some concession was made by the company. Late last evening a conference between the Knights and representatives of the locomotive engineers employed on the system was still in progress. The Knights were sanguine

from the Knights to tie-up not only the West

Central do not believe this effort can possibly succeed. General Master Workman Powderly says he sees ahead the greatest battle the Enights of Labor have ever fought. There has been no act of violence in this city thus far in connection with the strike.

Knights of Labor said early this morning that the Central would be found to be tied up as tight as ever to-day, that the englneers would certainly come to the help of the Knights, and that within twenty-four hours something interesting would happen. Several of the night trains out of the Grand Central were abandoned, and not all the Sunday trains will be run. At 11:20 P. M. Superintendent Jackson of the Railway Mail Service telephoned from the Grand Central to Night after midnight all mails would go out or schedule time.

Militia were called out last night to protect the East Syracuse treight yard from a mob. Jersey Central Knights were threatening last

night to strike if New York Central freight is handled to-day.

PROCEEDINGS OF THE ORDER.

The mystery affected by the order was cast around the earlier movements of the Knights. About 10 o'clock in the morning. Mr. J. J Holiand of the General Executive Board left the Grand Union Hotel to take a stroll up Fourth avenue. When he returned he found a group of reporters waiting for him. In reply to their questions, he said:

There is nothing new, gentlemen. The Knights of Labor on the New York Central road have gone on a strike. That is all I know about it. The strike, I suppose, was ordered by the Executive Board of D. A. 246, but bayan't anything to do with it."

Mr. Holland could not be induced to say anything more all the morning. Only he mentioned to THE SUN reporter that a conference between Knights and Brotherhood men, which would take place in secret later in the day. might be interesting.

FIRST INKLINGS OF A SPREAD OF THE STRIKE. The men gathered early in the day in the various meeting halls on the east and west sides and held long secret meetings. Local Assembly 10,569, numbering nearly 200 men, as-8 o'clock, and marched, three deep, to Wendel's Assembly Rooms in West Forty-fourth street. At this meeting a committee was appointed to see the officers of the local assemblies along the West Shore, the Pennsylvania, the Frie and ithe Jersey Central railroads, and make arrangements so that the Knights on these roads would not handle freight shipped by or to the New York Central or help that road in any other way.

While the meeting was in session a commit-tee from a West Shore local was announced and admitted. The committee is said to have reported that the men on that road were willng to tie up at a mement's notice, and would help the Knights of Labor in this city in every way. The men said that there was enough money in the treasuries of the locals in this ity to enable them all to hold out for sixweeks. Local Assembly 2,497 met at Ledwith's Hall, and one of the officers announced that over 100 new members had been initiated. The men were instructed to attend the meetings regulary and to keep away from the depot and the yards, and put no obstacles of any kind in the way of the company. This local appointed a press committee to talk to reporters.

The committee said that if the trouble was not settled before sundown yesterday, the West Shore Hailroad would be tied up in less than five minutes, and that to-day the Michigan Central, the Canada Southern, and Chicago and Northwestern would also be tied up. This was in fact the first official statement that had been made by Knights, but as it came from a committee of a local only the railroad officials were not inclined to look upon it as authoritative.

As to the number of men out on the Central, Mr. Holland said be did not know, and would have to write to Philadelphia if he wanted to find out. Other members of the order piaced the number all the way from 10,000 to 18,000.

The company discredited these figures, and said that there were not more than 1,000 men out all along the line.

In the afterneon Mr. Holland was asked whether the sirike would be carried beyond Buffalo. He said that for the present there was no intention of carrying the strike beyond that point, but he was unable to tell what might turn up in the course of the afternoon, which perhaps would change all the plans of the Knights. CONFERENCE OF ENGINEERS AND ENIGHTS

the Knights.

CONTERENCE OF ENGINEERS AND ENIGHTS.
Early in the morning Secretary Hayes of the General Executive Board arrived in the city, and hurried at once to the Grand Union Hotel. He had a long talk with Mr. Holland. When he was asked what had brought him to the city he said he only wanted to take a look at the situation so as to be prepared to report to the meeting of the Board in Detroit next Tuesday, Finally se said:

"Well, it was a question either of slow torture, with the final disruption of the order, or a strike, and we chose the latter."

All day long rumors were flying in the neighborhood of the Grand Central station that the engineers were going to strike at midnight. Mr. Holland had said in the morning that a conference between committees from the ongineers and from the Knights was going to take place later in the day. About 5 o'clock several ougineers walked rapidly up Third avenue to Forty-fifth street and entered Ledwith's Hail. Presently Mr. Holland and several knights appeared and entered the hall. An hour alterward they all came out and went in different directions. None of them would answer any questions.

It was understood that there was to be another conference later in the evening. Mr. Hayes, who left the Grand Union Hotel saying that he was going to take a 6 o'clock train to Detroit, was seen at the Hotel Metropole two hours later, but he maintained perfect silence on the question of the strike.

Nathaniel Sawyer, Chief Engineer of Ledward Long and the content of the strike.

NAT SAWYER SPEARS FOR THE ENGINEERS.

Nat sawyer speaks for the engineers.

Nathaniel Sawyer, Chief Engineer of Lodge
145 of the Brotherhood of Locomotive Engineers, was asked whether his men were going
to tie up in sympathy with the Knights of Labor. He said:

"I have instructed all of my men to attend
strictly to their own business and to have
absolutely nothing to do with the present
trouble. I know of but a few engineers who
are members of the Knights of Labor. Our
constitution makes no provision for a man to
belong to the two organizations at the same
time. The feeling of the men is decidedly
averse to a strike."

ASKING THE PUBLIC FOR SYMPATHY.

ASKING THE PUBLIC FOR SYMPATHY.

In the afternoon nearly 400 Knights, members of both L. A. 10,569 and 6,925 held a meeting in Wendel's Assembly Rooms. The proceedings of the meeting were kept perfectly secret, but when it was over, a press committee handed the reporters the following resolutions, which they said had been adopted:

Waeres, The New York Central and Budson River Reliroad being a corporation representing one of the richest in this United States, has declared that they said the their states of the meet competent of the said above union; and,

Waeres, We it a labor union; and,

Waeres, We it a labor union; and, fased to work or return to our respective duties united in fallow employees are relustated to their old positions; and wherear, it is the sense of this meeting that such tyranny is an infringement of our rights as officens to occupy our time is our own way, either by education or organization custed of our hours of labor; and labores. It is our honest conviction that its not because we are Knights of Labor men that they assail us further the same, but does us to demand what is reasonable and use. It houses us to demand what is reasonable and use. It houses us to demand what is reasonable and use. It houses us to demand what is reasonable and use. It houses us to demand what is reasonable and use. It houses us to demand what is reasonable and use. It houses us to demand what is reasonable and use. It has considered and uncertanted tabor, political and public opinion to assist us in its struggle on us united to the constant of the constant

this struggle against monopoly, to exercise our own time in any manner we choose outside our hours of labor, and in a lawful and legitimate way to exercise a clod given right provided by the Constitution and the laws of the United States of America.

WEST SHORE MEN WHISTLED OUT. Only Preight Business Stopped by a Tie-up at Wechawken. The freight brakemen and conductors and

that they would succeed in inducing them the yardmen and switchmen in the West Shore yard in Weehawken quit work at 7:40 last night. The officials of the road had been unto join the strikers. The officers of the certain all day what the men would do. It was reported in the morning that the men would be ordered out at noon. They were not, and that rumor changed the hour several times. About 3 o'clock Train Despatcher Williams heard that four walking delegates had appeared, and not long after that one of the desectives employed about the depot informed

their information regarding the purpose of the visit of the walking delegates was unreli-

At 7:40 Engineer Heininger, on engine 112, was nearly opposite the yardmaster's office with a train of loaded freight cars, which he was switching back toward the float. Suddenly the engine whistle gave a long blast, That was the signal for the men to quit. The switchmen left their switches, and the brakemen and conductors jumped off their cars at once, and twenty of them walked to the Yara Master's office in a body. Michael Kane, a conductor, led them. General Yard Master J. W. De Groat was in his office. He had recognized the signal, and was just coming out to see what effect it had had when Kane met him at the door. Kane took off his hat, sat his lantern down on the floor, and said. bashfully:

Well, we've quit." "I'm sorry for that," said the yardmaster.

Have you any grievances?" Well, we're sorry, too," said Kane, rubbing the perspiration from his face. "You see we ain't got anything against the road, and ou've always treated us right, but we sympathize with the Central's men, and you're help

"I think you are very foolish," replied De Groat, and then Kane put on his hat and walked out of the room followed by his companion.
They talked a while with the engineers and
firemen who were standing by their engines
and went home. The yardmaster called in
Engineer Heiniger and asked him whether he

Engineer nonnecting that the normal state of the half struck.

"I have not," said Henniger.

"Why did you blow the whistle then?" asked De Groat.

"I didn't blow it," replied Henniger. "A

De Groat.

"I didn't blow it," replied Henniger. "A fellow I don't know jumped on the engine and grabbed the whistie rope and pulled it, and then jumped of and went down the yard."

Train Despatcher Williams, who was at the depot, was notified shortly after the whistie had blows, and then an inventory of the men that were left to work was taken. All the passenger men were on hand, and there were four switchmen in the passenger car yard who said they would work. Forty or fifty men had struck. There were a lot of other men, about 100 in all, in the freight yard and on the floats who couldn't work because of the strike. They were not used to turning switches or swinging ianterns, and couldn't do anything in the striker's places. From 8 o'clock to 9 not a car was moved in the yard, and then Dispatcher Williams had a conference with De Groat and it was determined to move at least the cars containing the perishable freight. The yardmaster found a crew of men who were not knights of Labor and who said they were willing to run a train. Engineer Heiniger was sent for, and was ordered to get on his engine and get twenty-five cars together. The officials didn't think he would do it, but he did, and the train was nearly made up at 10 o'clock. The despatcher and the yardmaster did the switching to get it together.

The despatcher said at 10 o'clock that no

The despatcher said at 10 o'clock that no further effort would be made to move freight cars until Monday, and then, if the men who had struck did not return they would be discharged. He said that along the road all was quiet, and the strike had not extended outside of the Weshawken yard. He did not apprehend that there would be any trouble in running the twelve passenger trains that are scheduled to leave the depot to-day, and he did not think the strike would extend.

Fassenger trains were not affected by last night's strike. The 5:30 left on time.

Nawnumm, Aug. 9.—The Central has been running a portion of its north and south bound trains over the West Shore line, and in many cases the regular trains of the West Shore are mixed. Several West Shore employees left here for New York to-day, but for what purpose is unknown. The railroad men decline conversing on the subject of the strike.

Ringeron, Aug. 9.—A delegation of Knights from Albany and Coeymens arrived here this afternoos, and is leaked out that it the fifty.

culty was not adjusted by midnight the men on the West Shore. Delaware and Hudson, and possibly other roads, would be called out.

PRICE FIVE CENTS.

UNTRING CENTRAL IN THE MOUNING.

Most Through Trains Got Out and In-Local Travel Still Impeded. Before daylight yesterday morning the blockade in the Grand Central yard and tunnel, which was formed immediately after the strike was begun, bad been completely raised. The

main tracks were clear, and the actual move-ment of passenger trains began. Vice-Presi-

dent Webb and his subordinates in the executive department remained on duty all

night, and when the first tangle had been un-

ravelled the problem became one of men to move the trains and to attend the switches. First thought was given to the mails, and at 4:35 a through mail train was sent out without passengers. When morning came the most aggravating difficulty which presented itself was the puzzle of the switches. Most of the main track switches are operated from the great switch tower just above the station, where there are long rows of levers, by means of which no less than 680 combinations of switches in the great maze of tracks are controlled. Any one unfamiliar with the task, no matter how well trained elsewhere as a switchman, would be powerless to operate the combinations from this tower unless provided with a key, or "chart" as it is technically termed. But one copy of this chart was in existence, and that had disappeared when the strikers left work. Four of the regular tower men reported for duty yesterday morning, and as they were sufficiently familiar with the levers to work without a chart they made it possible to use the main tracks without much delay. A man named Johnson in the employ of the company which built the tower and switch system, appeared and offered his services to the railroad. He was an expert. and was at once assigned to the task of mak-

Central track. FIRST PASSENGER TRAINS OUT. No passenger train was sent out until 8:30, when the regular express for Albany was star. It got away all right, with well-filled cars, it was announced that the train would cars. It was announced that the train would stop at all way stations instead of running express. After that the Saratoga express was sent out twenty minutes late. It is said that this train was manned only by an engineer, fireman, and conductor, with no brakemen. The 9:50 Chicago limited was started aimost on time. Passengers for local points on the line were sent out from the Grand Central Station on the express trains named, and at Nort Haven were transferred to local trains, which were made up at that point, and which followed the fast trains. Only through trains were sent out of the Grand Central during the day. In the afternoon they left at 12:10, 12:30, 2:30, 4:10, and 5:14. After that scheduled through trains went out practically on time and with well-filled cars.

INBOUND TRAINS FARE WORRE,

ing a duplicate chart for the use of the com-

when it is finished it will no longer be possible

to put a complete embargo upon the Grand

INBOUND TRAINS FARE WORRE.

Inbound trains did not fare as well as the outbound. The difficulty which it was sought to avoid as much as possible was the switching in the Grand Central yard. And then it was easier to provide for sending passengers by other routes down town from Mott Haven than it was to get outgoing passengers from the Grand Central to that point in order to begin their journey there. So a great many local passengers coming to the city were brought as far as the Harlem and then requested to complete their journey by the elevated roads or the street cars. Fomms of the principal through trains to New York were transferred to the West Shore tracks at Albany and came down to Weehawken. The Chicago Limited, due via the Central in New York at F. M., came over the West Shore and arrived at Weehawken practically on time. A few trains, about half a dozen in all, came through the tunnel on the Central tracks, but they arrived at irregular intervals.

THROUGH NEW HAVEN TRAINS ON TIME. INBOUND TRAINS FARE WORSE,

tectives employed about the depot informed him that the delegates had come to order a strike, and that the men would go out at 8 o'clock.

The day men in the yard left work as usual at 7 o'clock P. M., and when they went away they were questioned by the yardmaster and some other officials. They all said they had heard nothing of a strike, and would be back at work at the usual time. The night men sat around the yardmaster's office until 7:15 laughing and joking. Not one of them mentioned strike. They got their lanterns and were at work at 7:30. They worked, if anything, harder and faster than usual, and the officials began to think that their information regarding the purpose of the mention and evens. THROUGH NEW HAVEN TRAINS ON TIME. Harlem River station. The day expresses reaching New York in the afternoon and even-ing arrived almost without exception at the Grand Central very little later than schedule

Grand Contral very little later than schedule time.

General Superintendent Shepard of the New Haven road said that he had no rouson for compaining that the Central managers had discriminated against his road in the use of the available tracks in the tunnel during the emergency. His company was obliged to suffer the loss and damage consequent upon the strike without remedy against the Central road.

THE NEW YORK AND HARLEM TRAINS. THE NEW YORK AND HARLEM TRAINS.

Local traffic on the New York and Harlem road, or the Harlem division of the Central, was almost suspended. Very few trains were sent out, but late in the day two or three local trains arrived. Patrons of the road seemed to take it for granted that few trains would be run, for there was by no means the rush that there was in the offices of the other two roads, there was in the offices of the other two roads, and it is not that the managers of the Central posted motioes early in the afternoon that trains on this division would run regularly according to schedule, beginning this morning.

beginning this morning.

Ther PACKED WAITING ROOMS.

There was little in the day scenes about the Grand Central Station to indicate that a great strike was in progress. The rush of travel on a summer Saturday is always great, and yesterday the crowds that thronged the waiting rooms of the New York. New Haven and Hartford road were almost double the usual gigs, flundreds of people had planued to go to Bostion to participate in the Grand Army celebration, which is expected to attract more than 100,000 gtrangers to that city the coming week. Preparations had been made for running trains of twice the usual size and at hourly intervals. In spite of the difficulties of the situation all these people were transported and with but little delay. From 9 in the morning until the last afternoon express had gone the New Haven waiting rooms were thronged, and there was a good deal of pushing and crowding and personal inconvenience. For the most part that travellers necepted the situation goodnaturedly. There was more or less growling and personal inconvenience, for the most part that packed car and with no more than an hours and the second of the situation goodnaturedly. There was more or less growling and protesting, but almost everybody considered himself lucky in getting out of town in a packed car and with no more than an hours were sent out during the morning on the jam was not quite as great. Fewer trains were sent out during the morning on the sim was not quite as great. Fewer trains were sent out during the morning on the foundation of the public had made up its mind after reading the morning on the sound of the waiting rooms the papers that travel on that him would be too uncertain to be reited on and all who could reach their dectinations by the West Shore went over to Weehawkep. In the afternoon the rush was greater, and such trains as did leave went over to weehawkep. In the afternoon the rush was greater, and such trains and its great that travel on that him would be rowned and the only thing unusual was the pre THE PACKED WAITING ROOMS.

vice on the Hudson Siver division will be run according to schedule, except only dity local trains and a few of the Croton trains.

Heginalny to morrow, Sunday, Aug. 10, the full train service will be in resct according to schedule.

Thropone Voonsets weerest Superintendent.

Another notice announced that New York Central tickets would be accepted on West Shore trains.

CENTRAL OFFICERS SATISFIED WITH THE SITUA-

When 6 o'clock arrived the officers of the Central declared that arrangements had been completed for a full resumption of passenger service, and they were so well satisfied with the situation that Vice-Fresident Webb and all but General Manager Toucey of the executive officers left the station for the night himors of other threatened moves by the Raights came in thick and fast. Mr. Webb was couldent that it would be impossible to induce the engineers to join the strike or tokel out to tie up that road.

Mr. Webb made the following statement last.

Mr. Webb made the following statement last night:
"The position of the company is this: We will asked our own men, and we do not probose that they be designated by the knights of Labor or its committees. When men are dismissed, we shall get rid of the methods the